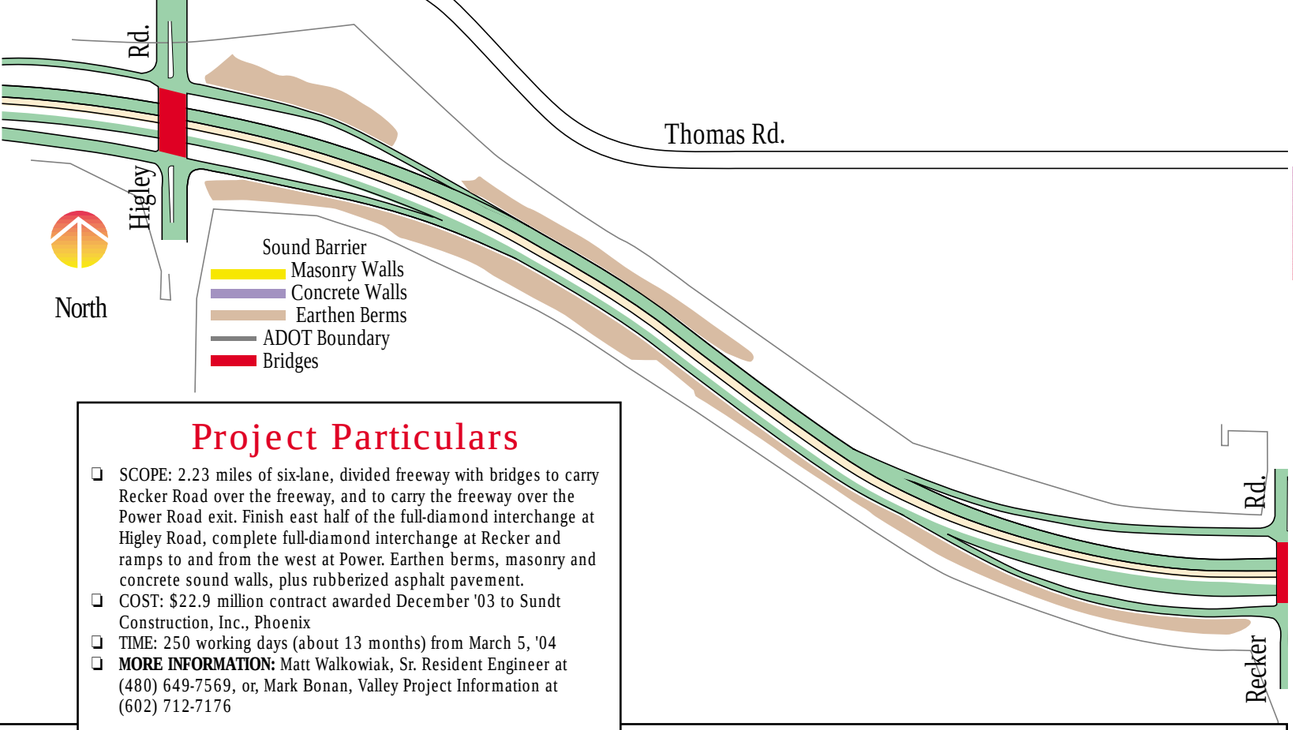
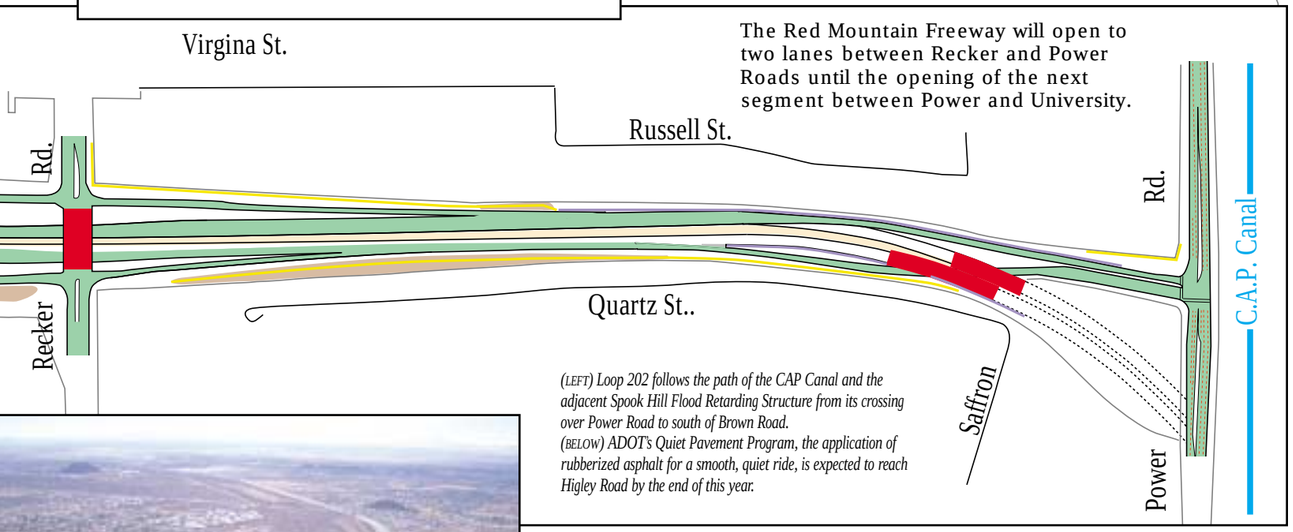


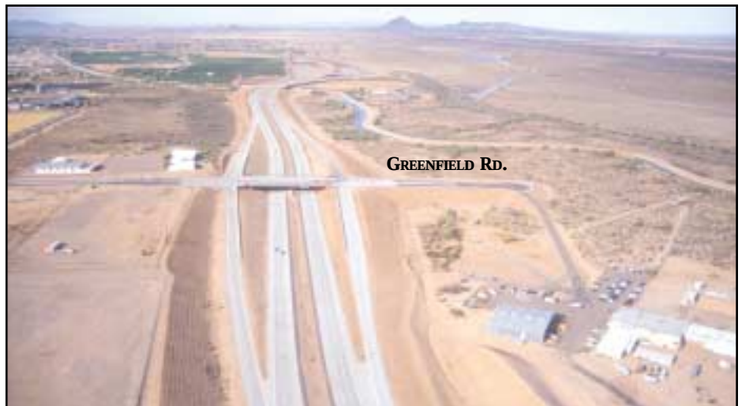
Project Particulars

- SCOPE: 2.23 miles of six-lane, divided freeway with bridges to carry Recker Road over the freeway, and to carry the freeway over the Power Road exit. Finish east half of the full-diamond interchange at Higley Road, complete full-diamond interchange at Recker and ramps to and from the west at Power. Earthen berms, masonry and concrete sound walls, plus rubberized asphalt pavement.
- COST: $22.9 million contract awarded December '03 to Sundt Construction, Inc., Phoenix
- TIME: 250 working days (about 13 months) from March 5, '04
- **MORE INFORMATION:** Matt Walkowiak, Sr. Resident Engineer at (480) 649-7569, or, Mark Bonan, Valley Project Information at (602) 712-7176



The Red Mountain Freeway will open to two lanes between Recker and Power Roads until the opening of the next segment between Power and University.

(LEFT) Loop 202 follows the path of the CAP Canal and the adjacent Spook Hill Flood Retarding Structure from its crossing over Power Road to south of Brown Road.
(BELOW) ADOT's Quiet Pavement Program, the application of rubberized asphalt for a smooth, quiet ride, is expected to reach Higley Road by the end of this year.



Arizona Department of TRANSPORTATION

Red Mountain Freeway Update

February 2004

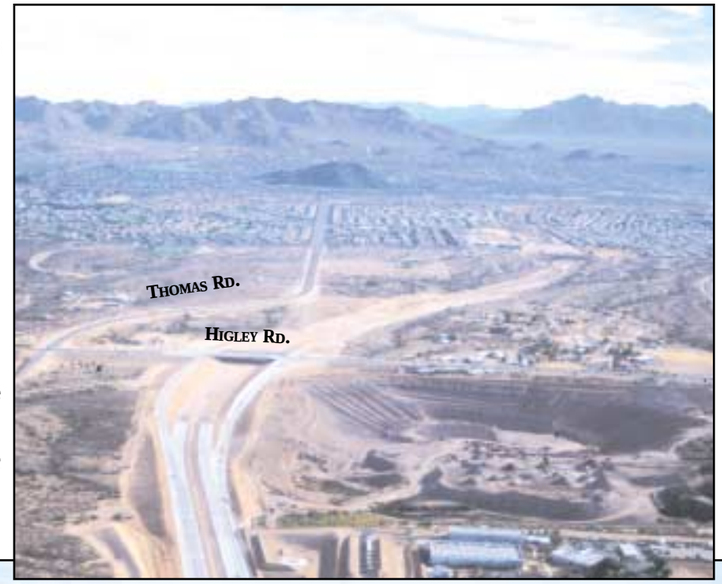
Loop 202 Red Mountain Freeway access to Power Road will open by summer '05. A $22.9 million project has started to extend the six-lane, divided freeway east from Higley Road. The State Transportation Board awarded a contract in January to Sundt Construction, Inc., Phoenix, to complete the 2.23-mile segment.

Sound barriers will be built during the opening months of the project, including earthen berms, masonry and concrete walls to separate adjacent neighborhoods from the freeway. Freeway and ramp lanes will also be covered with rubberized asphalt to provide additional sound mitigation. More than 150,000 square feet sound barrier will be erected.

Full-diamond interchanges will be completed at Higley and Recker roads, and ramps to and from the west will provide freeway access at Power Road. Freeway lanes will pass under a new Recker Road bridge, and climb toward new bridges over the exit to Power. Bridges to extend the elevated freeway over both Power and the CAP Canal will be constructed as part of the next segment, Power to University Drive, which will enter construction by late '05.

Significant earthwork is required to clear a path for the freeway beneath existing Recker Road, to place berms, clear work zones for sound walls and to build embankment for the elevated section leading to Power Road.

An extremely hard soil layer, cemented by caliche, will be a challenge for excavations beneath Recker. Nearly 500,000 cubic yards of materials will be hauled to the area east of Recker to place embankment for the roadway.

In addition, freeway drainage systems will be installed along side and beneath the roadway and private utility crossings will also be completed.

Recker Road traffic will be routed around the bridge work zone on a construction bypass. Recker will be widened as part of this work. Power Road traffic will also be impacted as widening advances for connections to the freeway interchange, to and from the west.